

Village of Schaumburg

Transportation Department Monthly Report

JANUARY 2019

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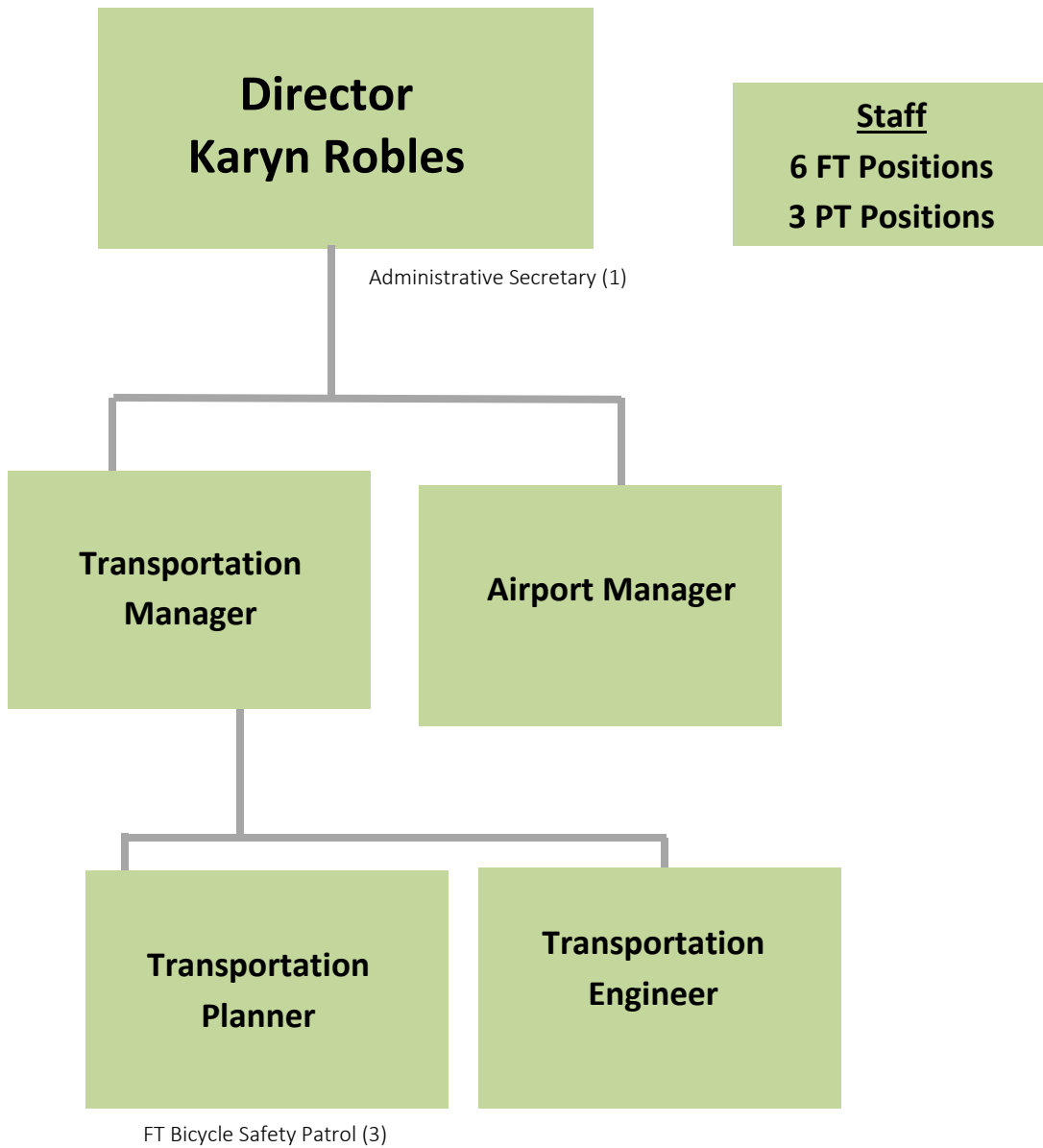
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DEPARTMENT OVERVIEW

The Transportation Department is responsible for the planning, operation, coordination and oversight of providing residents and visitors with transportation options. Primary responsibilities for the Transportation Department include:

Administration

The Transportation Department plays a key role in transportation planning throughout the region and represents the village on several regional transportation and planning committees, including the Chicago Metropolitan Agency for Planning's Bicycle and Pedestrian Task Force, Northwest Municipal Conference's Transportation Committee, Pace's American with Disabilities Act (ADA) Suburban Committee, and the O'Hare Noise Compatibility Commission.

Airport

The Village of Schaumburg owns the Schaumburg Regional Airport, a public use general aviation airport, and the Schaumburg Heliport. The Transportation Department has the administrative oversight of the airport and heliport's overall operations, including ensuring that the airport and heliport are in compliance with federal, state, and local rules and regulations.

Bikeways

Schaumburg's award-winning Bicycle Program was developed in 1979 with the creation of a Bikeways Advisory Committee and development of a comprehensive map detailing locations for current and future bike paths/routes. Since then, the village has adopted a multi-modal approach to transportation planning with the integration of bicycling as one of the key components to create a more livable community.

Traffic

The Transportation Department provides oversight on traffic related matters such as traffic signal operations, neighborhood traffic complaints, speed and traffic data collection, and transportation related development review. Transportation staff also manages the preliminary design of various roadway projects throughout the village.

Transit

As part of the Village's multi-modal approach to transportation, the Village supports numerous public transportation options including the Schaumburg Metra Station, eight Pace bus routes, and the Woodfield Trolley. The Transportation Department also manages several disabled and senior citizen transportation services, including a Dial-a-Ride Transportation service.

KEY ACTIVITIES

The following is a summary of key activities that occurred during this month.

Access Improvement Projects

I-90 Tollway Access Improvements

Staff is continuing to coordinate with the Illinois Toll Highway Authority (ISTHA), Cook County Highway Department and the State on the I-90 projects, which include the installation of a partial interchange at Meacham Road and a full interchange at Roselle Road.

In January, modifications to the traffic signal for the westbound entrance ramp to I-90 were completed. Project punch list items remain, but the project is substantially complete. The Tollway and Village also continued to work on the project financials in preparation for the final project closeout.

Meacham Road and Algonquin Road Intersection Improvements

Work on Phase II final design of the intersection improvements continued with coordination between the Village and IDOT as well as work on the land acquisition portion of the project. In January, land acquisition efforts continued. Coordination with the adjacent 90 North District development was also initiated to ensure that the two projects can move forward together. This project will add capacity and improve bicycle and pedestrian access at the intersection which is needed due to the future I-90 interchange and the opening of the new Zurich North America headquarters.

Rodenburg Road Improvements

In coordination with the Village of Roselle, the work to finalize the overall scope of improvements for the Rodenburg Road project from Irving Park Rd to Central Ave has been completed. In January, the Village continued coordination with Metra, IDOT, the Army Corp of Engineers, and the Schaumburg Regional Airport in an effort to finalize Phase 1 design. The preliminary design for wetland mitigation and Natural Resources review has been completed and approved. The project team is ready to submit the final Phase 1 Project Development Report for approval from IDOT. The final design of the project is dependent on the reclassification of Rodenburg Road which is currently under review by IDOT and NWMC.

Schaumburg and Roselle Road Right Turn Lane and Signal Modernization

This project will improve traffic flow through the intersection by providing a dedicated turn lane for southbound vehicles on Roselle Road turning westbound onto Schaumburg Road. In January, the new signal equipment was delivered and installation began. The new signal is expected to be turned on and operational in February.

Progress Parkway Construction

Staff continued to work with village consultants and the developer to design the new roadway that will be constructed through the site formerly known as the Motorola campus. In January, the Progress Parkway project continued to be shut down for the winter months. Some utility work, including wiring for the permanent street lighting was completed. Coordination with the utility companies also continued, along with coordination with the adjacent businesses.

Higgins Road and National Parkway Pedestrian Improvements

The focus of this project is to upgrade pedestrian facilities at the signalized intersection of Higgins Road and National Parkway. Upgrades will include installation of pedestrian countdown timers, push buttons, ADA crossing and striping, plus concrete and asphalt work. This project is currently on hold while the village considers combining it with other similar pedestrian projects in an effort to receive more competitively priced bids. Construction is anticipated for the summer of 2019.

Schaumburg Road Pedestrian and Roadway Improvements at National Parkway

Village of Schaumburg is partnering with the Schaumburg Park District to improve pedestrian facilities at the intersection of Schaumburg Road and National Parkway, and also install a left turn lane on westbound Schaumburg Road to the entrance of Spring Valley Nature Center. In January, the design team performed preliminary survey work and submitted a concept plan for review. The final design for this project will begin in February with construction anticipated to start in the summer or fall of 2019.

Transit Initiatives

Severe Weather Impacts to Services

Two snowstorms (January 18 and 25), and an ensuing polar vortex that lasted through the end of the month posed operational challenges to Schaumburg's DART, Trolley, and Route 602 operations. To prepare for the impacts of the snow and extreme cold, the village communicated with MV Transportation, Pace, and First Student to post notices on vehicles informing riders of the potential for slower travel and dangerous wind chills. Public outreach resources available to the village were also utilized to communicate the difficult operating conditions and potential for service disruptions. In an effort to accommodate DART riders needing extra time to get to their buses, the village eased wait-time restrictions. Preliminary review of ridership figures throughout the second half of January indicated decreases in ridership of as much as 50% on affected days.

Metra Monthly Parking Management

The village is in the final planning stages of switching from hangtag permits to digital license plate permits at the Schaumburg Metra Commuter Parking Lot. Commuters will be able to purchase permits for the month of March and the April-June quarter by February 1. A robust public information effort has been developed which includes placement of fliers at the Metra Station, Finance Counter at Village Hall, and the front counter at the Police station, contacting current and recent customers by email and written correspondence, and informational articles that will be featured in newsletters, the Cracker Barrel, and on the village's website.

Additionally, Police and IT continue to work on incorporating Automatic License Plate Reading (ALPR) technology into enforcement processes. So far the Village's ALPR provider, Vigilant, is able to receive the license plate information from Passport which will allow the police to write tickets through their ticketing software, Dacra. February's priority for enforcement will consist of staff training and ALPR field testing.

Bicycle/Pedestrian Initiatives

Golf Road and Meacham Road Bike Paths

In January, Request for Proposal (RFP) submittals were received from four firms interested in providing Phase I Engineering services to the village for bike paths along Golf Road (Roosevelt Boulevard to Meacham Road) and Meacham Road (Higgins Road to American Lane). In February, staff plans to bring forward a recommendation to the Transportation Committee to exercise an agreement with Bollinger Lach and Associates, Inc. The proposed bike path along the north side of Golf Road will connect an existing path to the east in Rolling Meadows and Busse Woods to the segment of bike path along Meacham Road that currently extends north to Algonquin Road and south to American Lane. The Meacham Road segment will connect existing path along the east side of Meacham Road at American Lane to existing path along the west side of Meacham Road south of Higgins Road.

Rodenburg Road Bike Path

This bike path is proposed to be constructed along the east side of Rodenburg Road between Morse Avenue and Irving Park Road. When constructed, it will connect completed segments of path north to Wise Road and south from Irving Park Road. WBK is the consulting firm handling Phase I design. The Project Development Report (PDR) was submitted to IDOT in August and continued to be under review in January.

Schaumburg Regional Airport

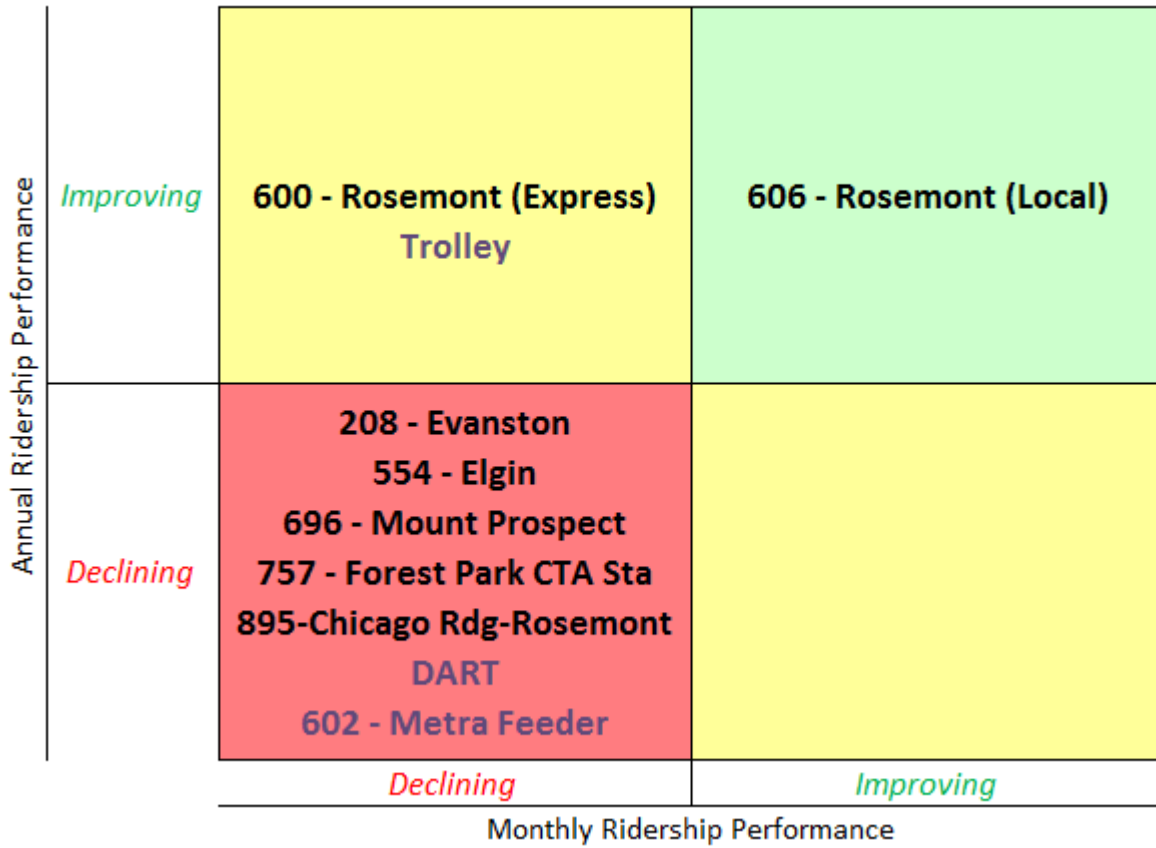
Schaumburg Public Works and Airport Management have been working together to keep the airport open and ensure the runway has safe landing conditions. This winter has been different from previous years due to the extreme cold, vast temperature change, and icy conditions. NOTAMs have been issued for runway conditions and closures to inform pilots of the runway, taxiway and ramp conditions. Public Works will continue to plow 2-3 feet away from all hangar doors and they have been doing a good job of helping tenants during the event.

Schaumburg Regional Airport

Monthly Rent	November	December	January
Hangar	\$25,567.31	\$26,617.31	\$25,967.31
Tie Down	\$1,900.00	\$1,620.00	\$2,000.00
Terminal Building Rent	\$13,229.15	\$13,229.15	\$13,229.15
Activity Summary	November	December	January
Self Service Fuel	2	4	6
Purchased Fuel From the FBO	16	19	15
Ate at Pilot Pete's	62	62	47
Just Visiting	18	18	9
Stayed Overnight	5	8	4
Rented a Car	3	3	2
Businesses	0	0	0
Deliveries	12	14	4
Maintenance	0	0	1
Charter	0	0	0
Pattern Work	3	1	0
Special Events	0	0	0
Total Visitors	96	100	62

MONTHLY PERFORMANCE

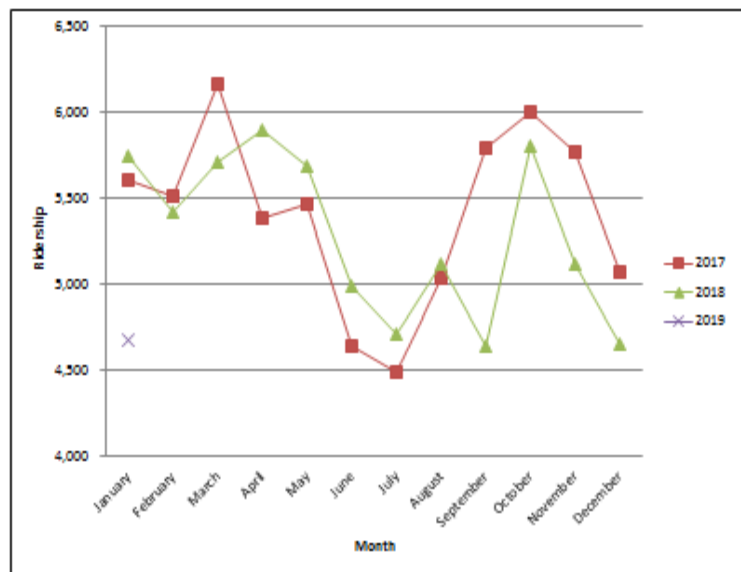
Transit System Ridership Trends



DART Ridership

Monthly Cumulative Ridership Totals

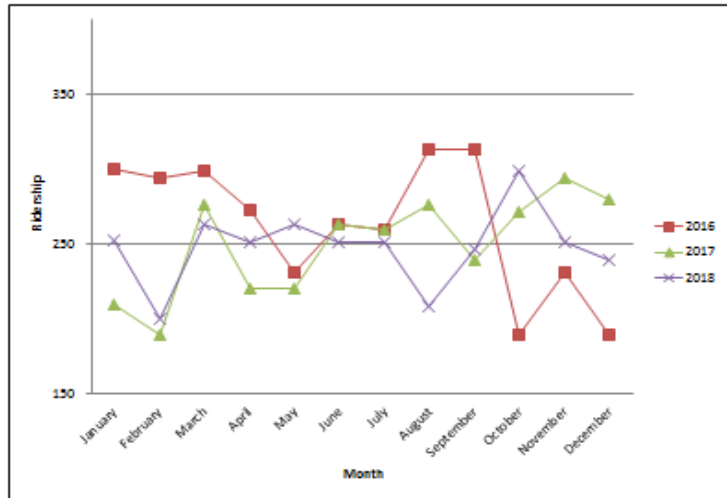
	2017	2018	2019
January	5,611	5,752	4,677
February	5,515	5,420	
March	6,162	5,709	
April	5,389	5,901	
May	5,464	5,690	
June	4,641	4,994	
July	4,486	4,709	
August	5,033	5,118	
September	5,792	4,648	
October	6,008	5,803	
November	5,771	5,118	
December	5,073	4,650	
YTD	65,893	64,945	4,677



Route 602 Ridership

Monthly Cumulative Ridership Totals

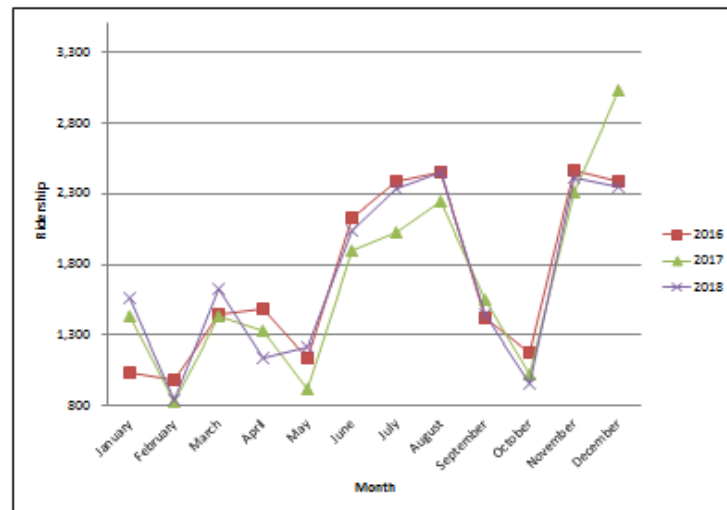
	2016	2017	2018
January	300	210	253
February	294	189	200
March	299	276	264
April	273	220	252
May	231	220	264
June	264	264	252
July	260	260	252
August	314	276	209
September	314	240	247
October	189	272	299
November	231	294	252
December	189	280	240
YTD	3,158	3,001	2,984



Trolley Ridership

Monthly Cumulative Ridership Totals

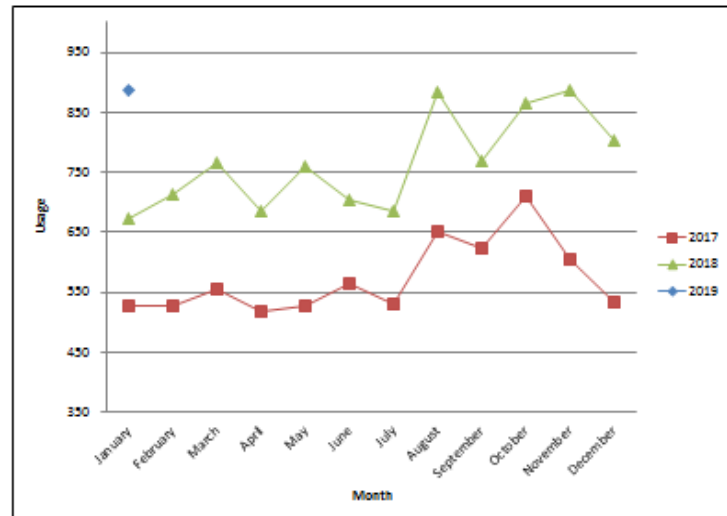
	2016	2017	2018
January	1,035	1,439	1,557
February	985	828	841
March	1,443	1,429	1,632
April	1,482	1,325	1,136
May	1,136	925	1,210
June	2,134	1,892	2,041
July	2,383	2,024	2,329
August	2,454	2,238	2,446
September	1,418	1,551	1,446
October	1,180	1,016	951
November	2,468	2,310	2,415
December	2,390	3,023	2,342
YTD	20,508	20,000	20,346



Passport Transactions Schaumburg Metra Lot

Monthly Cumulative Registration Totals

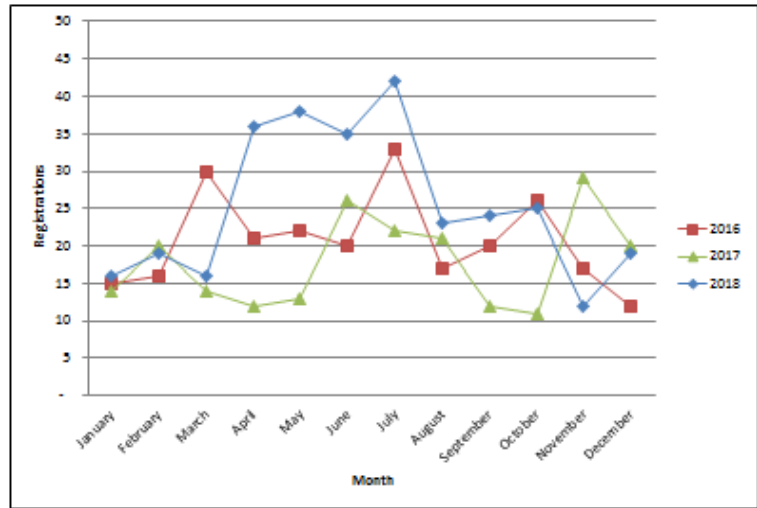
	2017	2018	2019
January	526	673	888
February	527	712	
March	554	766	
April	518	684	
May	528	761	
June	564	704	
July	529	684	
August	651	882	
September	624	769	
October	710	866	
November	606	886	
December	532	803	
YTD	5,908	6,869	888



RTA Registrants

Monthly Cumulative Registration Totals

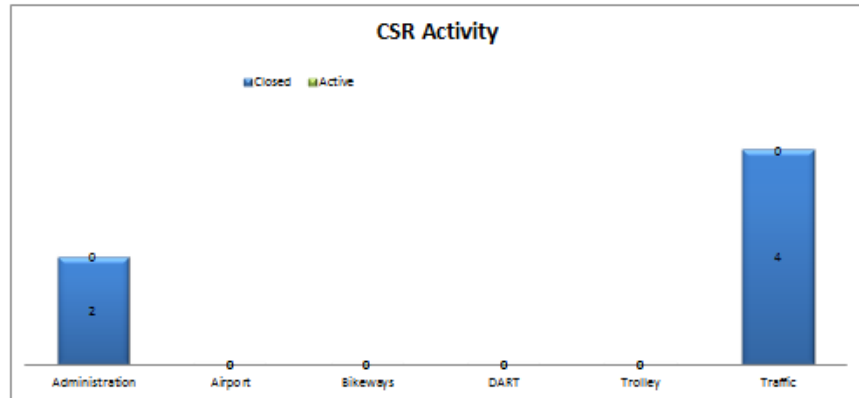
	2016	2017	2018
January	15	14	16
February	16	20	19
March	30	14	16
April	21	12	36
May	22	13	38
June	20	26	35
July	33	22	42
August	17	21	23
September	20	12	24
October	26	11	25
November	17	29	12
December	12	20	19
YTD	249	214	305



CUSTOMER SERVICE REQUESTS

CSR Activity

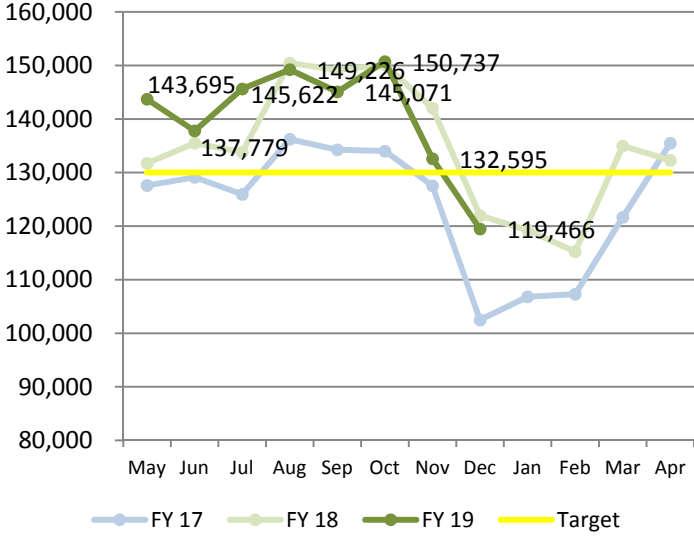
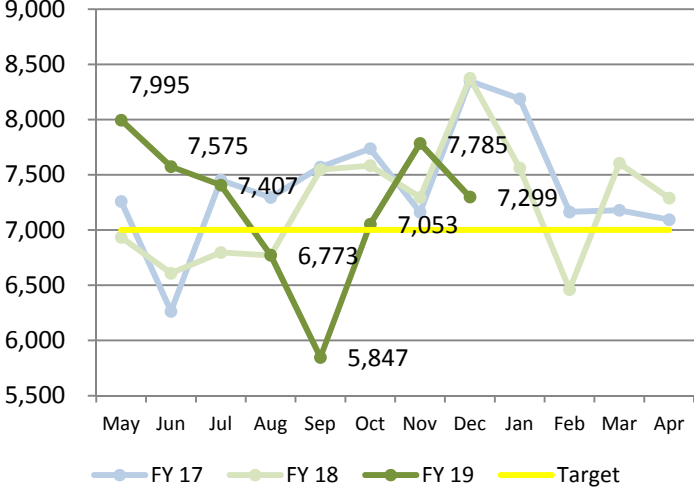
	Closed	Active
Administration	2	0
Airport	0	0
Bikeways	0	0
DART	0	0
Trolley	0	0
Traffic	4	0
Total	6	0



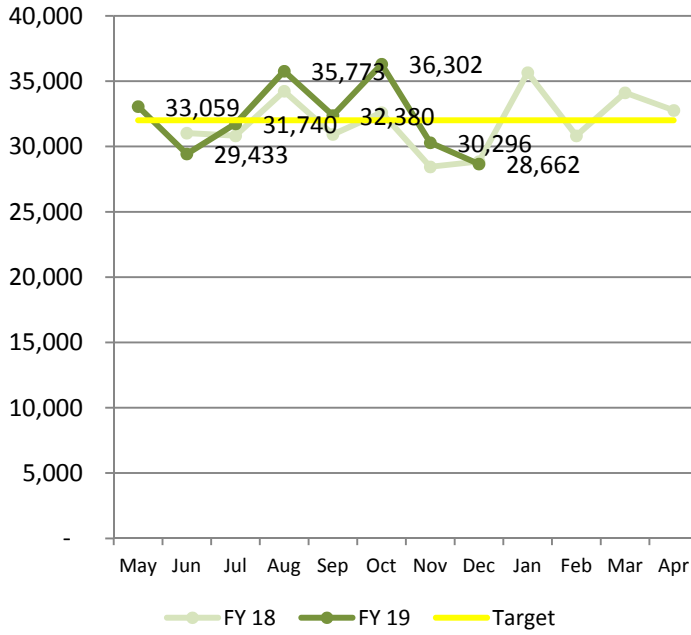
TRANSPORTATION KEY PERFORMANCE INDICATORS

KPI 1: Provide a variety of transit options that fit the needs of Schaumburg residents.

Schaumburg is a transportation hub and multi-modal community offering various transit options from Metra commuter train service, to regional Pace Suburban bus services, in addition to community-centered transit options and an award-winning bicycle program. This KPI hones-in on the 2014 National Citizen Survey (NCS) in which 82% of respondents identified Schaumburg's overall ease of travel positively – a rate similar to national benchmarks.

<p>Maintain Pace suburban bus ridership at 130,000 riders per month.</p>	 <table border="1"> <thead> <tr> <th>Month</th> <th>FY 17</th> <th>FY 18</th> <th>FY 19</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>May</td><td>128,000</td><td>132,000</td><td>143,695</td><td>130,000</td></tr> <tr><td>Jun</td><td>129,000</td><td>135,000</td><td>137,779</td><td>130,000</td></tr> <tr><td>Jul</td><td>126,000</td><td>138,000</td><td>145,622</td><td>130,000</td></tr> <tr><td>Aug</td><td>135,000</td><td>145,000</td><td>149,226</td><td>130,000</td></tr> <tr><td>Sep</td><td>134,000</td><td>142,000</td><td>145,071</td><td>130,000</td></tr> <tr><td>Oct</td><td>134,000</td><td>140,000</td><td>150,737</td><td>130,000</td></tr> <tr><td>Nov</td><td>128,000</td><td>135,000</td><td>132,595</td><td>130,000</td></tr> <tr><td>Dec</td><td>102,000</td><td>120,000</td><td>119,466</td><td>130,000</td></tr> <tr><td>Jan</td><td>107,000</td><td>122,000</td><td>135,000</td><td>130,000</td></tr> <tr><td>Feb</td><td>108,000</td><td>115,000</td><td>130,000</td><td>130,000</td></tr> <tr><td>Mar</td><td>122,000</td><td>135,000</td><td>135,000</td><td>130,000</td></tr> <tr><td>Apr</td><td>135,000</td><td>132,000</td><td>132,595</td><td>130,000</td></tr> </tbody> </table>	Month	FY 17	FY 18	FY 19	Target	May	128,000	132,000	143,695	130,000	Jun	129,000	135,000	137,779	130,000	Jul	126,000	138,000	145,622	130,000	Aug	135,000	145,000	149,226	130,000	Sep	134,000	142,000	145,071	130,000	Oct	134,000	140,000	150,737	130,000	Nov	128,000	135,000	132,595	130,000	Dec	102,000	120,000	119,466	130,000	Jan	107,000	122,000	135,000	130,000	Feb	108,000	115,000	130,000	130,000	Mar	122,000	135,000	135,000	130,000	Apr	135,000	132,000	132,595	130,000	<p>Serve the Customer: Provide Transportation Choices</p> <p>FY 19 YTD: 140,524/mo</p> <p>FY 18 Total:134,711/mo</p> <p>FY 17 Total: 124,030/mo</p> <p><i>*Source: Pace</i></p>
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<p>Maintain village transit service ridership at 7,000 riders per month.</p>	 <table border="1"> <thead> <tr> <th>Month</th> <th>FY 17</th> <th>FY 18</th> <th>FY 19</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>May</td><td>7,300</td><td>6,900</td><td>7,995</td><td>7,000</td></tr> <tr><td>Jun</td><td>6,300</td><td>6,600</td><td>7,575</td><td>7,000</td></tr> <tr><td>Jul</td><td>7,400</td><td>6,800</td><td>7,407</td><td>7,000</td></tr> <tr><td>Aug</td><td>7,400</td><td>6,800</td><td>6,773</td><td>7,000</td></tr> <tr><td>Sep</td><td>7,500</td><td>7,500</td><td>5,847</td><td>7,000</td></tr> <tr><td>Oct</td><td>7,700</td><td>7,600</td><td>7,053</td><td>7,000</td></tr> <tr><td>Nov</td><td>7,300</td><td>7,400</td><td>7,785</td><td>7,000</td></tr> <tr><td>Dec</td><td>8,300</td><td>8,400</td><td>7,299</td><td>7,000</td></tr> <tr><td>Jan</td><td>8,200</td><td>7,600</td><td>7,299</td><td>7,000</td></tr> <tr><td>Feb</td><td>7,200</td><td>6,500</td><td>7,299</td><td>7,000</td></tr> <tr><td>Mar</td><td>7,200</td><td>7,600</td><td>7,299</td><td>7,000</td></tr> <tr><td>Apr</td><td>7,100</td><td>7,300</td><td>7,299</td><td>7,000</td></tr> </tbody> </table>	Month	FY 17	FY 18	FY 19	Target	May	7,300	6,900	7,995	7,000	Jun	6,300	6,600	7,575	7,000	Jul	7,400	6,800	7,407	7,000	Aug	7,400	6,800	6,773	7,000	Sep	7,500	7,500	5,847	7,000	Oct	7,700	7,600	7,053	7,000	Nov	7,300	7,400	7,785	7,000	Dec	8,300	8,400	7,299	7,000	Jan	8,200	7,600	7,299	7,000	Feb	7,200	6,500	7,299	7,000	Mar	7,200	7,600	7,299	7,000	Apr	7,100	7,300	7,299	7,000	<p>Serve the Customer: Provide Transportation Choices</p> <p>FY 19 YTD: 7,217/mo</p> <p>FY 18 Total: 7,236/mo</p> <p>FY 17 Total: 7,393/mo</p> <p><i>*Source: Various Sources</i></p>
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Maintain Metra ridership at 32,000 riders per month.



Serve the Customer:
Provide Transportation Choices

FY 19 YTD: 32,206/mo

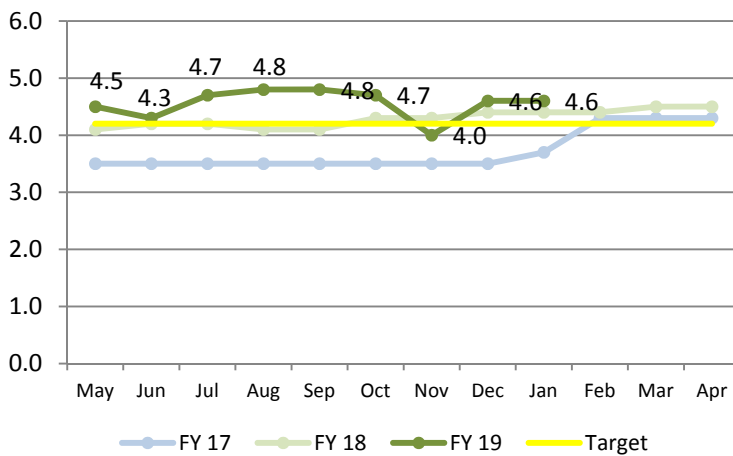
FY 18 Total: 31,842/mo

**Source: Boarding activity is estimated by tallying parking totals on both the Schaumburg and Roselle side of the tracks, tracking transit ridership, bicycle parking, and kiss-and-ride estimates*

KPI 2: Provide a variety of transit options that are well rated by riders.

Schaumburg offers Dial-A-Ride, the Schaumburg Trolley, and Route 602, to residents, employers, employees and visitors. Results from customer satisfaction surveys to these patrons will determine the level of customer satisfaction with services. Short-form customer surveys tracking basic performance and quality of service indicators for DART, Trolley, and Route 602 including driver style/ability, cleanliness of the buses, on-time performance, safety, and comfort. The Village also sends longer-form customer surveys during high ridership periods that track the indicators mentioned on the short-form survey, but encompassing more comfort, convenience, and reliability factors.

Achieve a rating of at least 4.2 on the short form transportation survey.



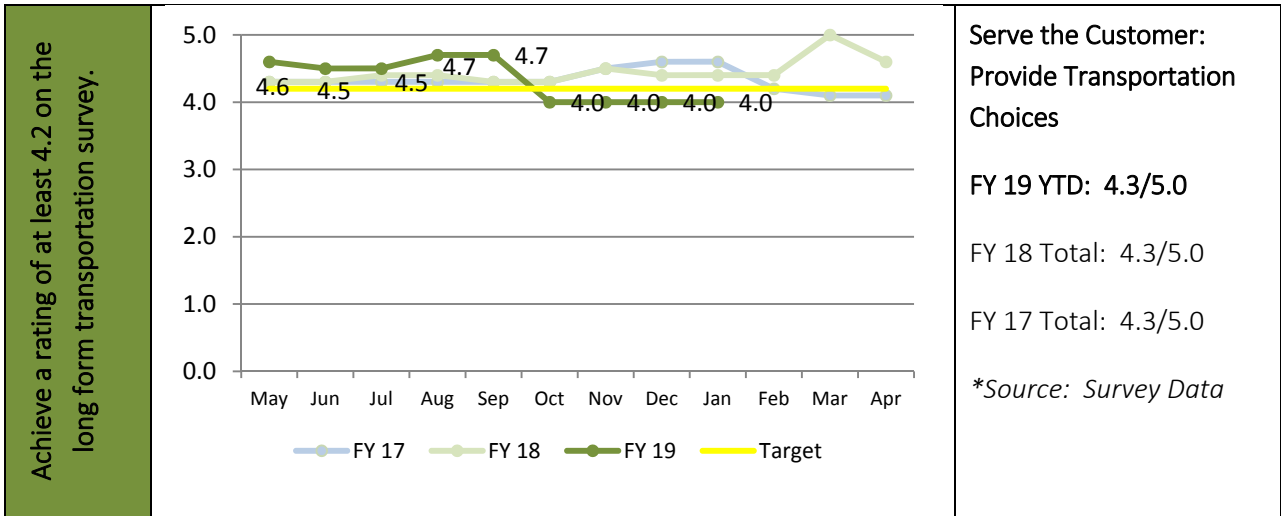
Serve the Customer:
Provide Transportation Choices

FY 19 YTD: 4.6/5.0

FY 18 Total: 4.1/5.0

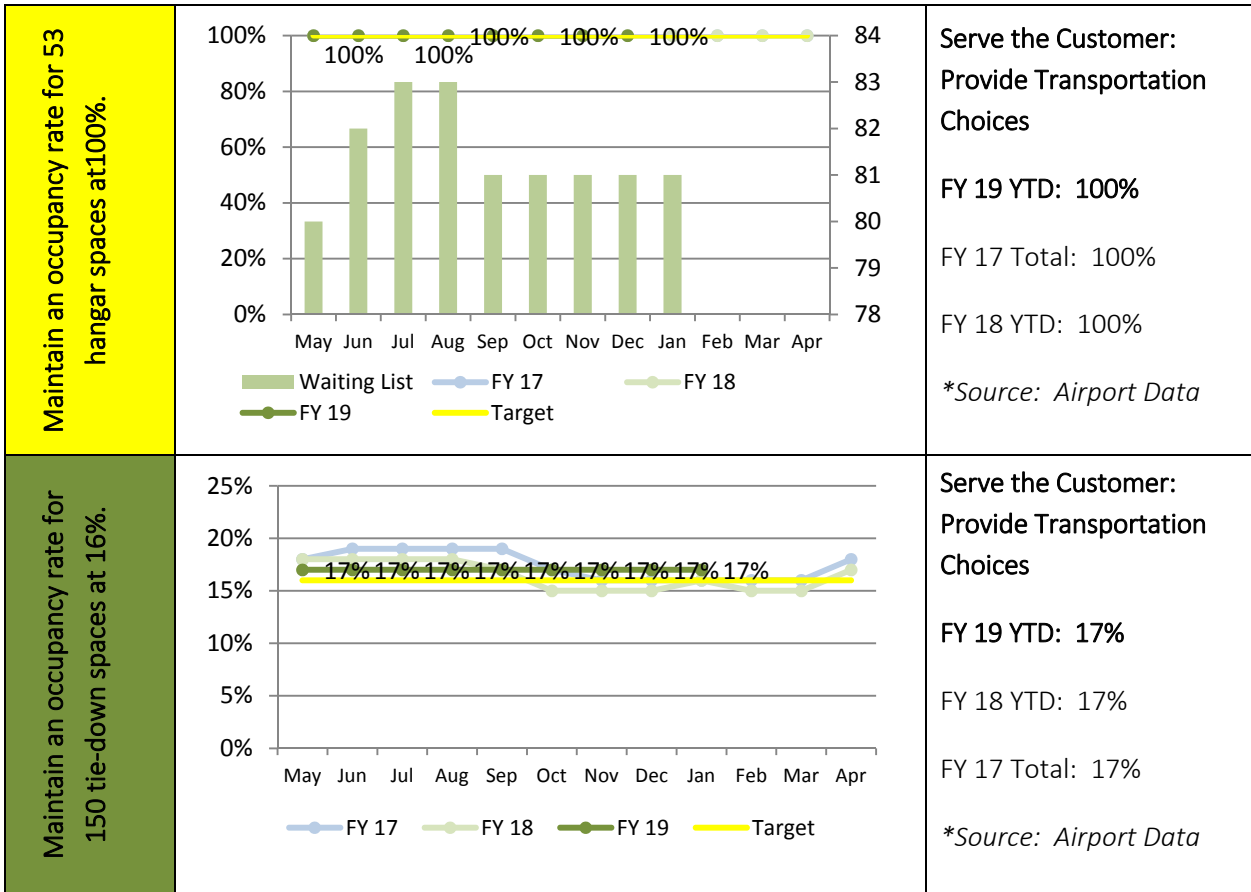
FY 17 Total: 3.7/5.0

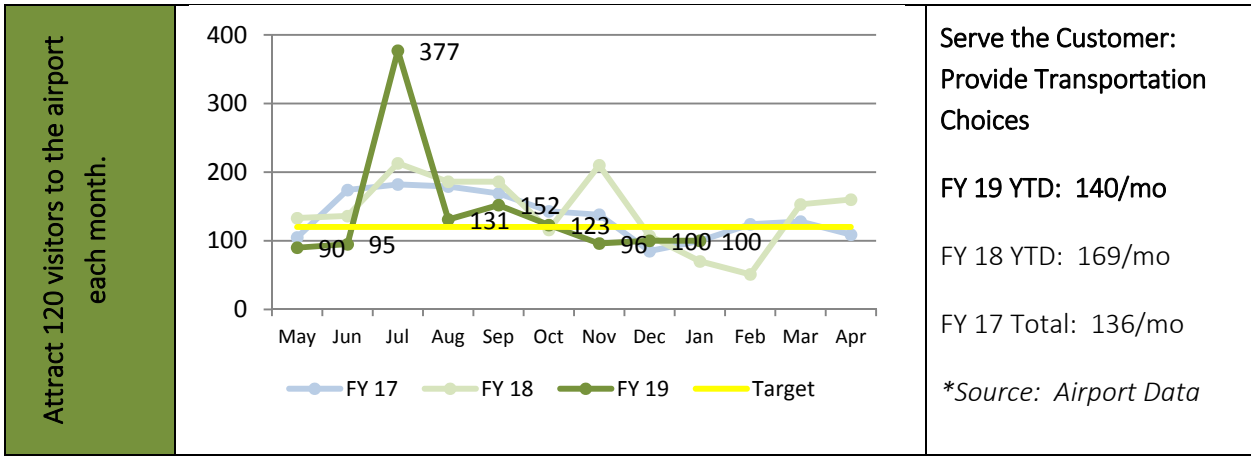
**Source: Survey Data*



KPI 3: Ensure diverse utilization of the Schaumburg Regional Airport.

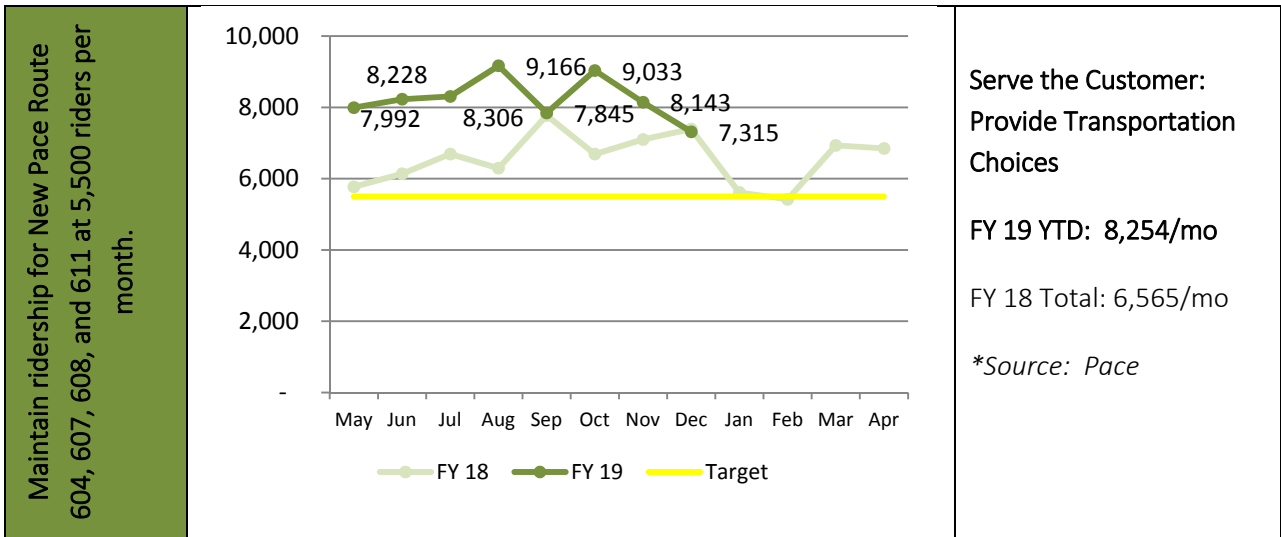
Schaumburg Regional Airport (SRA), which generates \$19 million in local economic impact annually, is home to five businesses, approximately 90 aircraft, and handles roughly 35,000 operations on an annual basis. This KPI measures the number of hangar rentals and tie down spaces, in addition to the number of airport visitors to gauge success and health of this valuable Village-owned asset. This KPI ties to FY 2018/19 Department Goal #4 to identify opportunities to generate additional benefits to the community from the Schaumburg Regional Airport.



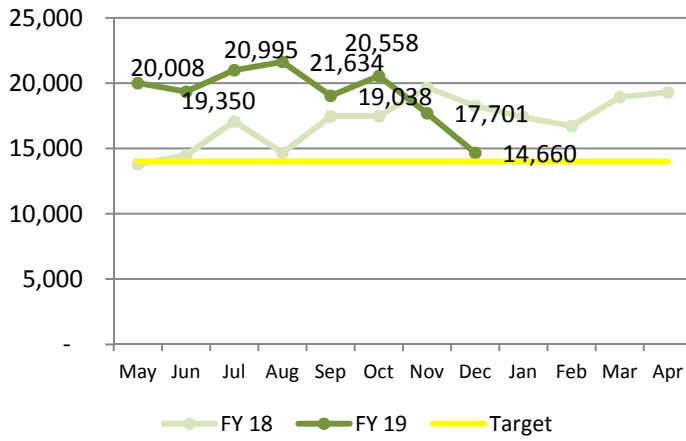


KPI 4: Monitor ridership for expanded and restructured Pace services.

Schaumburg is the second largest employment center in the State of Illinois, and a major transportation center for the region. Part of what attracts employers and residents to Schaumburg are the transportation options to get to and around this community including three major interstate highways, and mass transit services that provide rail and bus transportation. The focus of this KPI is the major public transit expansion that is underway in Schaumburg consisting of four new Pace routes and one restructured and expanded existing Pace route. These new services will increase regional and internal distributor access options to and around Schaumburg including “Last Mile” service. This KPI will measure ridership on these new routes foretelling demand and success for these services. New routes are 604, 607, 608, and 611 and their ridership figures will be reported separately from the existing restructured route, 600. The ridership targets were derived from ridership numbers for the first month of service with a forecast increase in ridership throughout the year of 5%.



Maintain ridership for restructured Pace Route 600 at 14,000 riders per month.



Serve the Customer:
Provide Transportation Choices

FY 19 YTD: 19,243/mo

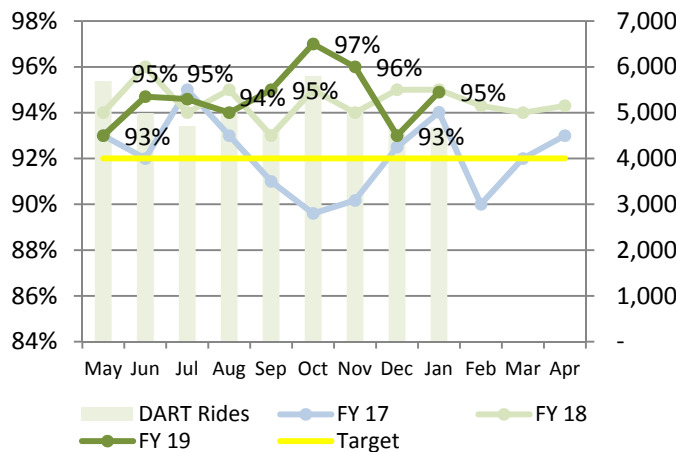
FY 18 Total: 17,103/mo

*Source: Pace

KPI 5: Ensure the continued effectiveness of the Dial-A-Ride Transportation (DART) program.

DART is Schaumburg’s most significant village-funded transit service offering. The vast majority (approximately 87%) of the roughly 65,000 annual DART customers are Village of Schaumburg residents and 85% of rides are to locations within the village’s municipal boundaries that stretch more than 10 miles north-south and nearly 7 miles east-west. DART is a door-to-door service open to the general population whose routes are flexibly designed by dispatchers each day of service depending on the calls for rides that are received. This KPI continues measuring the convenience of travel in Schaumburg by monitoring the operational effectiveness of another key component of the DART service - DART’s on-time pick-up performance.

Provide 92% of Dial-A-Ride Transportation travel times in 45 minutes or less.



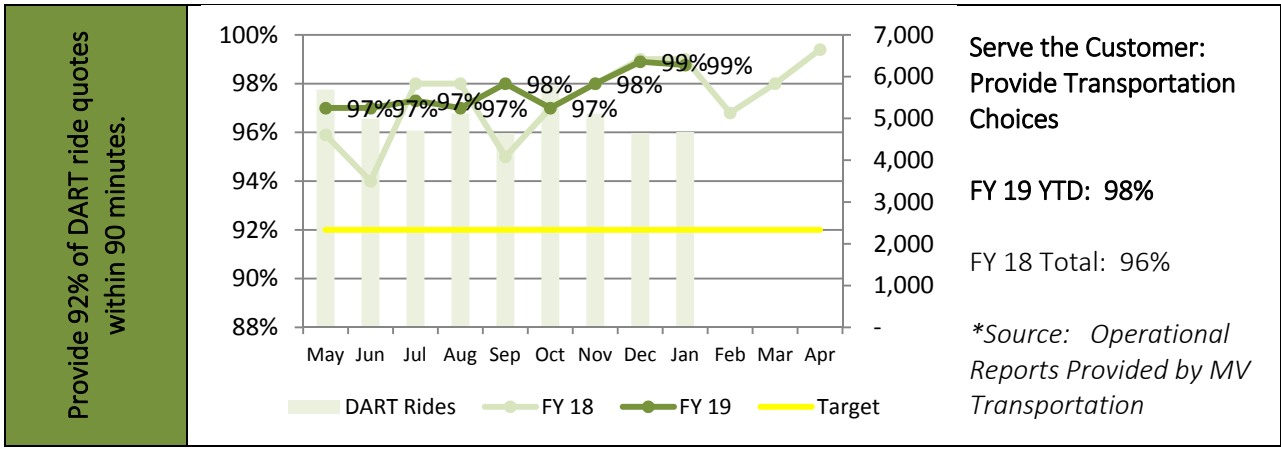
Serve the Customer:
Provide Transportation Choices

FY 19 YTD: 95%

FY 18 Total: 94%

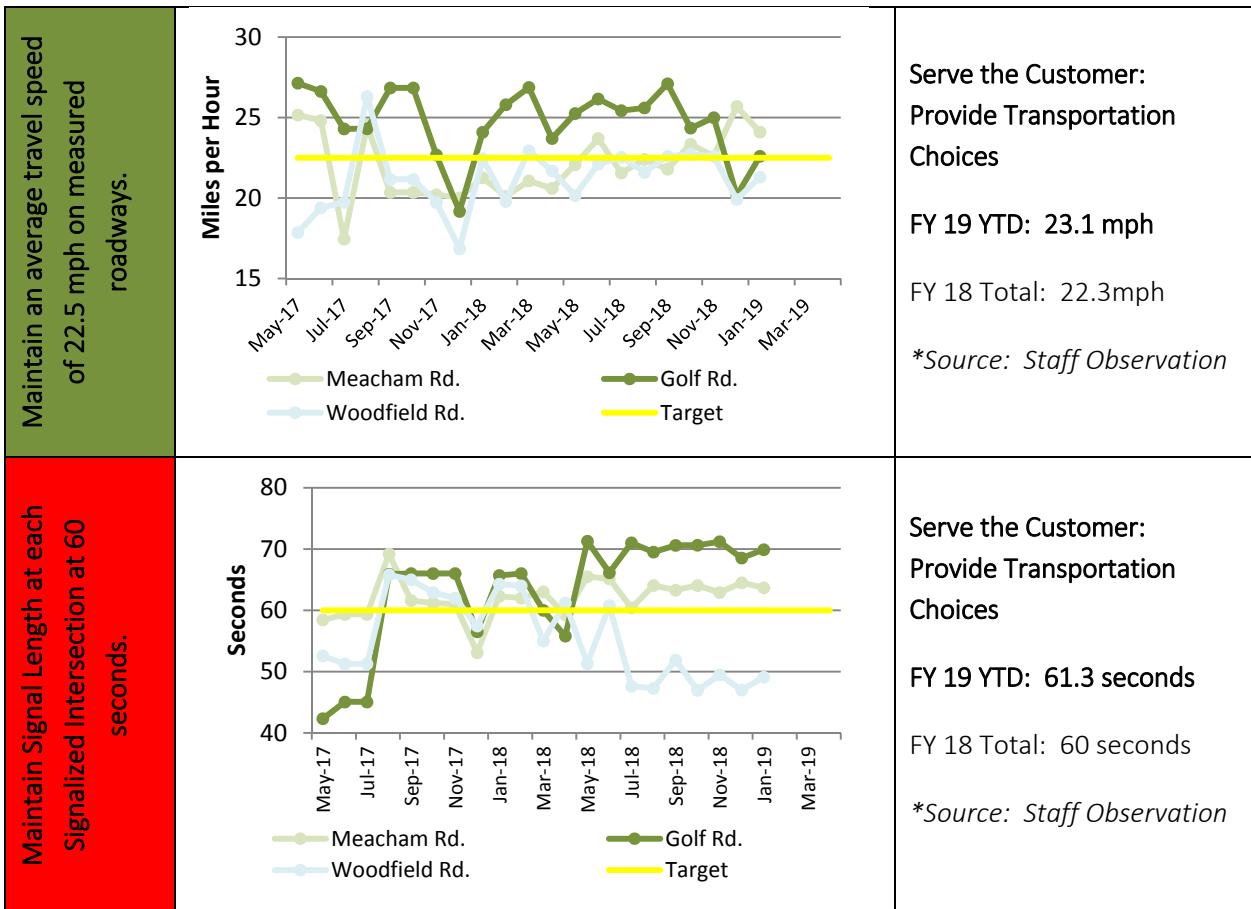
FY 17 Total: 92%

*Source: Daily Operational Reports Provided by MV Transportation

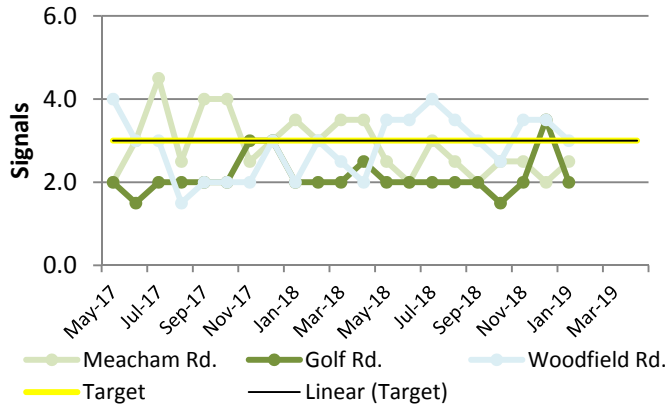


KPI 6: Improve traffic signal timing on major roadways in the Village of Schaumburg.

National Citizen Survey results regarding the ease of transportation throughout Schaumburg highlight the public’s perception of their ability to efficiently travel to and throughout the Schaumburg area. The focus of this KPI will observe traffic flow along Meacham (Algonquin Road to Higgins Road), Golf (Plum Grove Road to East Frontage Road), and Woodfield (Plum Grove Road to East Frontage Road) Roads, the main arterials in the heart of Schaumburg’s Woodfield area business and entertainment district, and will measure travel speed, signal length, and traffic flow. This KPI ties to FY 2018/19 Department Goal #1 to evaluate the effectiveness of the deployed video detection traffic signal systems and develop an implementation plan for expanding new traffic signal technologies in order to reduce congestion.



Maintain the number of times Stopped at a Signal on measured roadways at 3.



Serve the Customer:
Provide Transportation Choices

FY 19 YTD: 2.6

FY 18 Total: 2.6

**Source: Staff Observation*